

The China Mail.

Established February, 1845.

VOL. XLII No. 6923.

號五十年五十八八千一英

HONGKONG, MONDAY, OCTOBER 5, 1885.

日廿月八年西乙

PRICE, \$2 PER MONTH.

9 OCT 5

AGENTS FOR THE CHINA MAIL.

Notices of Firms.

NOTICE.

I HAVE THIS DAY ESTABLISHED myself as GENERAL BROKER and COMMISSION AGENT, specially of CHINESE GOODS from Canton.

F. X. DA CRUZ,
No. 3, Staunton Street.
Hongkong, October 1, 1885. 1722

NOTICE.

M. R. JAMES DUKE MONRO is authorized to sign our Firm.
BRADLEY & Co.
Supton, 22nd September, 1885.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that if upon their arrival in this Harbour, NONE of the Company's VESSELS should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

In the Maiter of the Estate of Sir HARRY SMITH PARKES, Knight Companion of the Most Honorable Order of the Bath, Kn ght Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, lately Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of China, Deceased.

NOTICE is hereby given that all Persons having any CLAIMS or DEMANDS upon or against the Estate of the said Sir HARRY SMITH PARKES, who died in Peking, in the Empire of China, on the 22nd day of March, 1885, and Letters of Administration to whose Estate were granted by the Supreme Court of Hongkong, in its Procuratorial Jurisdiction, to the Under-signed, one of the Executors named in the Will of the Deceased, are hereby required to send in writing to the Under-signed, on or before the 31st day of October, 1885, the full amount of their Claims or Demands.

All Notices are hereby given that as soon as possible after the Expiration of the period above mentioned, the Under-signed will proceed to distribute the Assets of the said Sir HARRY SMITH PARKES, Deceased, amongst the persons entitled thereto, having regard only to the Claims of which he shall then have had Notice and that he will not be liable for the Assets or any part thereof so distributed to any Person or Persons, of whose Claim or Claims he shall not have had Notice at the time of the distribution.

All Persons INDEBTED to the Estate are requested to make immediate Payment to the Under-signed.

Dated in Hongkong, the 18th day of July, 1885.

W. KESWICK

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1884.

SHAREHOLDERS in the above Company are requested to furnish the Under-signed with a List of their CONTRIBUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTY-FIRST DAY OF OCTOBER next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, September 1, 1885. 1602

CHEE WO LING KEE.

HAS always on Hand STEAM LAUNCHES FOR HIRE Charged as follows:

Wing-Sing, Wing-Choong, and Wing-Ty.
For first hour, \$1.
second, \$1.
every subsequent hour, \$1.

Wing-Pek, Wing-Loy, and Wing-Lee.
For first hour, \$1.
second or subsequent hour, \$1.

Rates for Towing Vessels and Cargo-boats, or use of LAUNCHES for Excursions to Macao, Canton, or other places may be arranged at No. 20, WING Wo STREET. Hongkong, June 13, 1885. 973

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL \$2,000,000 PAID UP \$2,000,000

REGISTERED OFFICE, 40, THREADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, July 4, 1885. 1128

NOTICE.

THE Under-signed have been nominated by Special Appointment of COMMERCIAL AGENTS for the FOREIGN BUSINESS of HIS EXCELLENCY the Viceroy of CHINAH.

RUSSELL & Co.

Hongkong, August 11, 1885. 1873

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RUSSELL & Co.

Hongkong, September 23, 1885. 1882

NOTICE.

THE Under-signed have no connection with any other Fire Grenade Companies.

Send all Orders to E. CLARK,

Hongkong, Hold.

Hongkong, September 11, 1885. 1883

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THE CHINA MAIL.

No. 6923.—October 5, 1885.

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
ARE NOW LANDING
**D'EVOS NONPARÉL KEROSINE
OIL.**

HITCHCOCK MECHANICAL
NO CHIMNEY
LAMP.

STUDENT'S LAMP.
FAIRBANK'S SCALES.

MACKENZIE & MACKENZIE'S
BISCUITS.

NEW SEASON'S TEA,
in 5 or 10 Catty Boxes.

YELL LOW GOSHEW BUTTER,
in 5 or 10 lbs Tins.

Condensed MILK.
CALIFORNIA PRODUCTS.
COOKING STOVES.
AGATE IRON WARE.
Milner's FIRE PROOF SAFES.
Do. CASH AND PAPER
BOXES.

ALLEY & GESTER'S
TOBACCO AND CIGARETTES.

B E E R and P O R T E R
in
Hogsheads.

THE USUAL ASSORTMENT
of

OILMAN'S STORES,
AND

W I N E S ,
at the lowest possible prices
F O R C A S H .

MacEWEN, FRICKEL & Co.
Hongkong, September 2, 1885. 1019

FOR SALE.

J U L E S M U M M & C O .
CHAMPAGNE.
Quarts..... \$20 per Case of 1 doz.
Pints..... \$21 " " 2 "

Dubo Frères & de Germon & Co.'s
BORDEAUX CLARETS AND
WHITE WINES.
Baxter's CELEBRATED 'Barley Bro's'
WHISKY, \$7 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

FOR SALE.

A HOUSE at the PEAK, with Large
TENNIS GROUNDS attached. A
good View of the Harbour and out to Sea.
Apply to

'PEAK,'

c/o. THIS OFFICE.

Hongkong, April 11, 1885. 614

FOR SALE.

**THE SPANISH STEAMER
T A S I G .**
Apply to

REMEDIOS & Co.

Hongkong, September 4, 1885. 1531

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE:

THE Steamship *Japet* having arrived
from the above Ports, Consignees
of Cargo are hereby requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods from alongside.

Cargo impeding discharge will be at once
landed and stored at Consignees risk and
expense.

Consignees are hereby informed that all
Claims must be made immediately, as
none will be entertained after the 9th
Instant.

DAVID SASSOON, SONS & Co.,
General Managers.

Hongkong, October 3, 1885. 1783

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND
SINGAPORE:

THE Company's S.S. *Wesleyan* having
arrived from the above Ports, Consignees
of Cargo are hereby requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding discharge will be at once
landed and stored at Consignees risk and
expense.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 3, 1885. 1731

Intimations.

GRIFFITH'S
NEW VIEWS OF HONGKONG

NOW READY,
1, DUDDELL STREET.

GRIFFITH & Co.,
MANUFACTURERS
OF THE

LONDON AIRATED WATERS,

1, DUDDELL STREET,

Continue to Supply:

SODA WATER, LEMONADE,

TONIC, GINGERADE,

SELTZER, RASPBERRYADE,

&c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 957

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,

22, PLATA CENTRAL.

COTTON DUCKS, HEMP CANVAS,

MANILA ROPE, AMERICAN

OAKUM, LIFE BUOYS,

CORK JACKETS,

&c., &c., &c.

Hongkong, May 1, 1882. 256

NAUTICAL SCIENTIFIC AND
METEORLOGICAL INSTRUMENTS.

VONLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.

RUTHNER'S LOGO & OTHER COMPASSES.

ADMIRALY & IMRAY CHARTS,

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATEDWARE,

CHRISTIE & CO.'S ELECTRO-PLATED WARE

GOLD & SILVER JEWELLERY

in great variety.

D I A M O N D S

— AND —

D I A M O N D JEWELLERY,

A Splendid Collection of the Latest London

PATTERNS, at very moderate prices. 742

To-day's Advertisements.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR AMOY.

The Steamship *Diamond*,

Captain TALBOT, will be

despatched for the above

Port TO-MORROW, the 6th Instant, at

4 p.m.

For Freight or Passage, apply to

RUSSELL & Co., General Managers.

Hongkong, October 5, 1885. 1744

NOTICE TO CONSIGNEES.

BRITISH BARQUE DARTMOUTH, FROM LONDON.

FOR AMOY.

The Steamship *Diamond*,

Captain TALBOT, will be

despatched for the above

Port TO-MORROW, the 6th Instant, at

4 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 5, 1885. 1743

NOTICE TO CONSIGNEES.

BRITISH BARQUE DARTMOUTH, FROM LONDON.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates

for NINGPO, CHEFOU, NEW-

CHWANG, TIEN-SIN, HAN-KOU and

Ports on the YANGTZE.)

The Co.'s Steamship *Larctis*,

Captain SCALE, will be

despatched as above on

TUESDAY, the 13th Instant.

For Freight or Passage, apply to

RUTTERFIELD & SWIRE, Agents.

Hongkong, October 5, 1885. 1740

NOT Responsible for Debts.

Whether the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:-

SATURDAY NEXT, the 10th Instant, at

4 p.m.

This Steamer has excellent Accommodation

for First-class Passengers.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 5, 1885. 1743

NOT Responsible for Debts.

Whether the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:-

SATURDAY NEXT, the 10th Instant, at

4 p.m.

This Steamer has superior Accommodation

for Passengers, and carries a Doctor

and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents.

Hongkong, October 5, 1885. 1741

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Cargo impeding discharge will be at once

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Hongkong, October 3, 1885. 1783

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COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
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THE CHINA MAIL.

A short time since, during Mr Ko's incumbency of the office of Mixed Court Magistrate at Shanghai, five deutsche Journalists were deported by him to Hongkong. The little bill for the passage, amounting to \$50, having been presented to Mr Lo for payment, his Worship, the Mercury understands, flatly refused to have anything to say to it, stating it was foreigner's business, had nothing to do with him, and let those who wanted to deport foreigners stand the 'racket.' He didn't want to deport any of those biped, and there was no Mixed Court fund available for such purpose.

It is not at all surprising that the Czar, in view of the anti-Russian feeling which has lately been manifested in South-Eastern Europe, has declined to receive a deputation of Bulgarians. The fact that Turkish troops are converging on Salonica, or Salonia (the ancient Thessaloniki), implies that, either the Porte entertains doubts as to the satisfactory result of the Conference now sitting, or fears that armed force may be necessary to maintain the interests of Turkey in Europe. Salonica is described as the second emporium of commerce in the Empire after Constantinople. The province of which it is the capital borders the northern portion of Greece, and on the opposite (or Greek) side of the gulf are the Mount Olympus, Ossa, and Pelion. Salonica is connected by rail with points bordering on Servia and Bulgaria; and as a central point probably more suitable could have been selected for an army of observation.

SAYS THE SINGAPORE FREE PRESS.—The Governor of Hongkong has issued a sort of official communication about the defences there, in which it is said the Admiralty have consented to send out six more torpedo boats, and that five of the forts are nearly completed. The community, however, are highly amused at the end of the communication, which says:—"In short, the fortifications of the Colony will be completed much sooner than is generally anticipated, and long before there is any chance of hostilities breaking out." No doubt, Sir George Bowen will be consulted and won't allow any misunderstanding in Europe until he has completed his preparations, and it is devoutly to be hoped that he won't be like King Canute sitting with his feet in the sea. What has been done in Hongkong has been largely due to the energy of Mr Colquhoun, and still more to the Chamber of Commerce. In Hongkong, so far, three new forts have been taken in hand, but no guns are provided yet.

A FAREWELL dinner was given at the Hongkong Hotel on Saturday evening to Captain Voss and the officers of the ironclad *Chen Yuen*, by Admiral Fong and Shi Taotai, the Superintendent of the Imperial Arsenal at Whampoa, the officer who had been deputed to take over the two torpedo-boats brought out from Germany for the Viceroy of Canton. The officers of the *Chen Yuen* present, besides Captain Voss, were Mr Miecke, Chief Engineer, Dr. Bechtel, Lieutenant, and Messrs Kuster, Hauptmann, and Kratzschner, engineers. The guests invited to meet them included Captain Lau Chi-shang, who has been appointed to the command of the *Chen Yuen*. Col. Lai Chau Pin, Messrs Luk I, Wei Ayuk, Ip Shik-Chan, Chua U, Shui Wan and Inspector Quincey. A capital dinner was done full justice to and a number of complimentary speeches were made; Captain Lau Chi-shang, who has become an accomplished linguist, delivering himself of speeches in the Chinese, German and English languages. The party broke up at about 9.30.

THE adjourned inquest on the body of Tai Mai, a coolie about 23 years of age who died, it is believed, from injuries which he received in an attack made upon him by three men, in his own house in Wing Fung Lane, on the 7th September last, was concluded this afternoon by the jury (Messrs S. A. Marcal, G. R. de Remedios, and Sheikh Eliaz Burz) returning the following verdict.—Death resulted from injuries sustained to the brain by a fall or a blow, at least that is the verdict as it has been recorded. Whether the verdict recorded on the depositions corresponds with that returned by the jury or not, we cannot say, as our reporter was not present, and he has not had an opportunity of seeing any of the juries. If it does the Jury and Councillors cannot be flattered either on their intelligence or their wisdom; if it does not then the Coroner ought to be brought to task for recording a wrong verdict.

As the verdict stands at present it is both stupid, and opposed to the weight of evidence. In the first place, there is not a iota of evidence to show how that coolie fell down, either on his head or any other part of his body, while there is the distinct statement of one of the witnesses that Tsang Ayuk (or Chen Ayuk), one of the men who took part in the assault and who is now missing, struck deceased three times over the head with a stool. There was not the slightest evidence brought to contradict this statement; it was not even suggested that the statement was incorrect, yet the jury purposely got out of their way to raise the possibility that death was caused by a fall. It is true that Dr Marcal said in his evidence that death was caused by injuries to the brain which were the result of a fall or blows on the head, but there was no necessity for the jury leaving the question as to how deceased came by his death in the same indefinite state as it

was left by Dr Marcal, who had no cognizance of the other evidence. Yet this is exactly what the jury have done. It is, therefore, impossible to characterize their verdict as anything else than a stupid one. The case was indisputably one of manslaughter, and by whom the manslaughter was committed there is just as little doubt.

Quare, a ferment has been caused of late among the Chinese residents in Hongkong by the knowledge that some of the provisions of the proposed Building Ordinance would, in their opinion, render residence in this Colony almost an impossibility. The severest provisions were certainly unsatisfactory, if not altogether impracticable; and Europeans who own Chinese property could not but oppose the application of laws which could not be carried out. So strong has been the expression of opinion against certain clauses of the new Bill that it is believed that the measure will either be materially modified, or withdrawn for the present. No thinking man can do other than welcome every effort made to improve the sanitation of the Chinese quarter of the city; but it must be borne in mind that a reform of such magnitude cannot be brought about suddenly. Gradual improvements are the only safe methods of operation amongst a people like the Chinese. Cleanliness can be enforced by inspection and remonstrance; but to upset architectural arrangements of native houses in an arbitrary and needless manner is a kind of endeavour calculated to destroy all hope of reform, and to entirely defeat the very object aimed at.

THE SINGAPORE SPIRIT AND PAWNBROKING FARMS are, as we have previously pointed out, very important sources of revenue in the administration of the Straits Government. Great credit is given by the Free Press to Acting Governor Cecil Smith for the great tact and judgment displayed in arranging these Farms for the next three years. This may be freely accorded when it is remembered that the Spirit and Pawnbroking Farms bring in nearly one million dollars for the three years 1886-88, while the Opium Farm is estimated to bring in no less than \$1,032,000 for the same period of three years. That is to say, from Opium, Spirits, and Pawnbroking—all trifles which it is advisable for a Government to keep in check—no less a sum than six lakhs and three quarters is raised annually for the benefit of the public exchequer. While little hope of increase can be looked for in Hongkong in the price of the Opium Farm, some expectations are being formed of a favourable turnout in the tax on Spirits. Very variable estimates are formed; it is said, as to the results of this new levy; but few residents will, we fancy, object to the principle of the Farm, now that it becomes merely a question of how the most money can be raised.

THE N.C.D. NEWS.—The N.C.D. News is informed that amanuenses have been applied for by Mr Frédéric Essex, at the French Consular Court against M. de Malherbe, manager of Messrs Bovet & Co., and two other French gentlemen, for indicting him to a duel; and against M. de Malherbe for personal assault.

THE SHANGHAI MERCURY, in correcting the impression conveyed by a paragraph contained in the Shanghai Courier of the 23rd ultmo, takes advantage of the opportunity to reproduce the story of Inspector Quincey's life. We have been aware for some time that it was the intention of Inspector Quincey to take his departure to another, and we hope, a more congenial clime. The other witness said he was a fellow coolie of defendant's and was sent out along with defendant at 12 o'clock on the day in question, to carry pigs. When the riot began he and defendant ran "on" to the Praya. It was also stated that he was a Nam-hoi man, neither Si-yap nor Tung-kun. Mr Mackean, whose justice is invariably tempered by mercy, implicitly believed the statements put forward on behalf of defendant, who was immediately discharged and released. We are informed that the Police, had they been called upon, as they certainly ought to have been, could have produced evidence on the spot which would have materially bluffed, if not destroyed, any impartial magistrate's faith in the evidence for the defence. The man was arrested in Queen Road West, not on the Praya, as the fellow coolie swore he was, at 2.30, two hours and a half after his master despatched him; and to the Police he asserted that he was a Tung-kun man. If these statements had been brought to the notice of the Magistrate surely his first decision would have remained unchanged. The fact that a man was sent out to get pigs at 12 o'clock, would not prevent him being engaged in a riot at 2.30. Why the statements referred to were not brought to the notice of the Magistrate, we leave it to the Magistrate and Police to explain.

Mr Frederick Essex, well known in Hongkong, now Editor of the *Cathay Post*, a paper which aspires to occupy a similar position in the East to that occupied by the Society journals at Home, has got himself involved through his pen too freely. The Courier of the 23rd ultmo says:—

"Shortly after eleven o'clock this morning Mr Malherbe, of the firm of Messrs Bovet Brothers, committed an assault upon Mr Frederick Essex, editor of the *Cathay Post*. So far as we have been able to ascertain that the statement was incorrect, yet the jury purposely got out of their way to raise the possibility that death was caused by a fall. It is true that Dr Marcal said in his evidence that death was caused by injuries to the brain which were the result of a fall or blows on the head, but there was no necessity for the jury leaving the question as to how deceased came by his death in the same indefinite state as it

was left by Dr Marcal, who had no cognizance of the other evidence. The blow stunned Mr Essex for the moment and blood dropped on to the paper on his desk, and rising in his chair Mr Malherbe seized him and a rough-and-tumble fight ensued. No other foreigner was present at the commencement of the fight. Mr Thirkell was fished from one of the down-stair offices and at his arrival the pair were wrestling together, but his presence put a stop to further violence." Later on Mr Essex went over to Mr Malherbe's house apparently with the intention of continuing hostilities, but we believe, nothing further transpired as the parties did not meet.

On the same day, the Mercury says:—We hear that the editor of the *Cathay Post* has been horsewhipped by a gentleman on account of personalities that have appeared in that paper. The Post-man is going to take revenge, by prosecuting the horsewhiper for assaulting him. He is also endeavouring to make money out of the humiliating chastisement inflicted on him by issuing an 'Extra' and parading a coolie through the streets with a placard on his back advertising the 'Extra' at twenty-five cents a copy. *O tempora! O tempora!*

The Mercury of the following day, under the heading *Hab' alterum partem*, says:—

Having written to Mr. B. de Malherbe for the particulars of the encounter between him and Mr. Frederick Essex, Editor of the *Cathay Post*, in the Courier office yesterday, we have been favoured with the following:—

Shanghai, 20th Sept., 1885.
The account published in last evening's issue of the *Shahong Courier* under the heading 'Assault' contains several statements which are incorrect.

I did not strike Mr. Essex on the head with the thick end of a riding whip, but with the thin one. I entered his office and, placing myself before him, I said:

"Mr. Essex, I have an account to settle with you. That the blow followed very rapidly on this short preliminary notice, I must admit. Had it not been so, I might have avoided the object of my call. As it was, I had hardly time to strike Mr. Essex once when he jumped on me, and the extreme rapidity of his counter-attack showed that it was not in the least degree 'stunned.' The silver knob of the whip did come off in the struggle, but not because I made use of it to strike Mr. Essex."

I suppose it is hardly necessary for me to add that I do not feel proud of my exploit.

I am not considered by those who know me as being of a particularly pugnacious disposition, and I resorted to blows reluctantly as a very unpleasant necessity forced upon me by repeated and insulting allusions to an incident which ought not to have been revived. That Mr. Essex had particular reasons for not breaking through silence on the subject must, I think, have been known to his memory by two of his friends. Regardless of these reasons, Mr. Essex published in the last number of the *Cathay Post* a long article which, as he himself informs us, was calculated to increase the demand for his paper and bring ridicule upon me. That he may have attained the former object is my sincere wish, but I think that I am hardly to be blamed for trying to defeat the latter.

Mr. DE MALHERBE.

The N.C.D. News is informed that amanuenses have been applied for by Mr Frédéric Essex, at the French Consular Court against M. de Malherbe, manager of Messrs Bovet & Co., and two other French gentlemen, for indicting him to a duel; and against M. de Malherbe for personal assault.

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FROM HONGKONG TO SANDAKAN IN A SAILING BARQUE.

Captain R. D. Boston, late of the Bengal Staff Corps, gives the following interesting account in a Melbourne paper, *The Leader*, of a voyage from Hongkong to Sandakan in a sailing barque the *Ellen*:

Owing to difficulty of communication I saw no other option but to proceed to Singapore, and thence by one of the regular boats to Sandakan via Labuan, Gya and the usual coast ports. Anxiously pursuing the morning paper, especially with an eye to the shipping advertisements, a paragraph catches me: "The barque *Ellen* will leave for Sandakan 'with quick despatch.' On inquiry I find this vessel has been chartered by Messrs De Lise and Sachse to take a loading of scatral timber from Sandakan to Melbourne, the said timber being analogous to the Queensland cedar. As it is the north-east monsoon, and at the very time when the prevailing wind blows strong, I make up my mind to at once seek out the captain, and should he prove willing to give some sailing in the doldrums, but I believe it is owing to some mysterious manipulation on the part of the staff of life in his melancholy hands."

I have no stiff city in finding the skipper, who is a regular dog of a *top-deck* master, as is Fredholm would call him. Captain *i* is by birth a Cornishman, but has thrown in his lot with the Australian colonists for many years, and has started on his present voyage from the port of Newcastle, New South Wales.

I find him a blunt and outspoken patriarch, but cordial and hospitable without. If I choose to rough it I can come, but I don't think he's a passenger ship. If I like to chance it, there is a bunk for myself and my friend, and the same "tucker" as he stows away himself. What time does he think we will take on the passage? "Well, if the adjective wind blows as it ought we shall be in Sandakan at the outside in one adjectival week." This seems very satisfactory, as it takes a steamer from five to six days to accomplish the trip, so I decide to chance it and rely on rains instead of steam for once.

The *Ellen* is advertised for 25th January, at daylight, and as she is lying over on the Kowloon side, some 4 miles from Pedder's wharf, I deem it advisable to cross over on the evening before, so as to make certain of not missing the passage more especially as that rough diamond, the captain, assures me with all due solemnity that he is ready to end upon a state of probation if he waits five minutes past it is time to have up his engine and get under way.

Our traps are prepared and loaded by daylight, as taking away goods in a sampan at night is a performance somewhat fraught with risk and danger in Hongkong; and at ten p.m.—escorted by several friends to wish us *bunzai*, we arrive at one of the wharves on the Praya, and charter a sampan to take us to the barque. It is an intensely cold night, clear and starlight, and as we take our seats in the little cabin of the sampan we shiver horribly, although well wrapped up in our great coats. The cold of a Hongkong winter's night, especially on the waters of its beautiful harbor, is something to remember. Even an Esquimaux might be pardoned for remarking that he felt cold; and we lamented the absence of a pocket pistol more than once, as we sailed across the star-lit waters of the harbor. The male proprietor of the sampan or misnoid, as he prefers to be styled, ships the mast forward and sets the mat sail, while his better half steers with an oar astern with the skill of a veteran whaler. The breeze is free, and our little craft makes a good time of it across the bay, as that within three-quarters of an hour we see the *Ellen* loom up some 200 yards ahead, silent, sombre and impaling in the starlight. She is evidently flying light, as her sides are high out of water, her flimsy mark showing half way up to the water line and her bulwarks. We are soon alongside, and clambering up the gangway ladder, at the top of which we are received by a dark-skinned, who tells us the captain is on board and expecting us. We pass the salutation and enter the cabin in permission, which easy foot of pedesrianism I nearly crack my skull against the cross beams. The *Ellen* was evidently not built for the accommodation of six-foot passengers. The captain enquires after his cabin, and, arrayed in a tattered pajama suit, bids us welcome. "The wind," he says, "is just right, and I have up at daylight." "We smoke a pipe, and, getting our blankets, turn in for the night."

Five o'clock in the morning, and I awake to the clanking of the iron cable and the voices of the crew, as they heave up the mud hook. There is no sleeping in the hearing of this forecastle madrigal, so I turn out, and, arrayed in a pajama suit and heavy great coat, go on deck to take stock of our craft. It is many years since I have done anything like a trial in a sailing vessel, and my last attempt at the same is not a very pleasant reminiscence. I took a passage from Calcutta to London in a Glasgow ship (the *Calcutta*), of 1,500 tons register. She was loaded with jute, was not a regular passenger ship, and I was the sole occupant of the galleys with the exception of the ship's officers. I was down with jungle fever, and the ship took 168 days to Calcutta, so far as the *Ellen* is concerned, when the passage was over.

Our present home, the *Ellen*, is of wood, and built at New Brunswick in 1855; she is therefore 20 years old. She has now, from Newcastle, New South Wales. She is 430 tons register, and is owned and sailed by her captain—*i*—a fine clear morning, with the sun just arisen, we cut the anchor, masted the topsail, and steer west-south-west to fetch Grapow Island at the entrance of Hongkong Roads. The wind is light, from the north-east, of just sufficient strength to keep the sails full, as we sail by the town and mass of shipping in the harbor. We recognize the good steamer *Whampoa* at anchor, and trim and reef in all the glories of a new coat of paint. Opposite West Point the skipper backs the main sail, as a sampan is seen signalling frantically to stop. She comes alongside, and it turns out she belongs to the Chinese laundry, who has come off with the captain's washing. She climbs up the gangway ladder nimble as a cat, reckons up the piece of clothes, takes the remuneration, returns to the sampan, the main yard is squared, and on we go again.

We are again fairly under way the bell strikes eight, and the steward informs us that breakfast is on the table. The *Ellen*'s cuddy is not quite so big as the dining-room of Scott's Hotel. In fact, when the skipper, mate two seafarers, and the captain's son are seated round the table, it would take a very small mosquito to find another seat. The morning air is cold, our appetites are keen, and the fare is plentiful and substantial. Fried soles, eggs and bacon, beefsteak and a pile of potatoes heated up like shot in an ordnance yard, to say nothing of soft bread and butter.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THIS U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on TUESDAY, the 13th October, at 3 p.m., taking Passengers and Freight for Japan and the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, via Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

ON TUESDAY, the 20th October, 1885, at Noon, the Company's S.S. DJEANAH, Commandant VAGUER, with CARGO, PASSENGERS, SPECIES, and CARGO, will leave that Port above.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., within six months, will be allowed a discount of 20% from Return Fare; if re-embarking on the 19th October, 1885. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, October 3, 1885. 1735

To Let.

TO LET.

BELVUE, Kowloon, with GARDEN and TENNIS COURT attached. Entry at once.

Apply to
G. C. ANDERSON,
13, Praha Central.
Hongkong, August 24, 1885. 1447

TO BE LET.

A DESIRABLE RESIDENCE in RICHMOND TERRACE.
Apply to J. D. HUMPHREYS.
Hongkong, September 23, 1885. 1666

TO LET.

OFFICES and CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by C. D. HARMAN, Acting Agent.

Hongkong, September 24, 1885. 1669

TO LET.

BIRD & PALMER,
Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, April 8, 1885. 597

TO LET.

COLLEGE CHAMBERS (late HOTEL DE L'UNIVERS), Single Rooms or SUITES OF APARTMENTS.

No. 4, Old BAILEY STREET.
Apply to DAVID SASOON, SONS & CO.
Hongkong, May 11, 1885. 779

GODOWN AT WEST POINT.

NEW, LIGHT AND WELL VENTILATED, measuring 100 feet on the Praya, deep water, by 180 feet, and 20 feet high, with 100 feet Frontage on Middle Street.

Apply to SHARP & CO.
Hongkong, September 18, 1885. 1634

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HOUSE, NO. 8, STANLEY STREET, No. 31, WELLINGTON STREET. Gas and Water laid on.

For Particulars, apply to ROZARIO & CO.
Hongkong, July 22, 1885. 1235

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Apply to A. S. WATSON & CO.
Hongkong, July 23, 1885. 1272

TO LET.

N. S. LOWER MOSQUE TERRACE, Entry can be had immediately.

Apply to ROBERT LANG & CO., Queen's Road.
Hongkong, August 31, 1885. 1600

THE PENINSULAR AND OCEANIC STEAM NAVIGATION COMPANY'S Steam-ship ROSETTA, Captain G. W. BRADY, with His Majesty's Mails, will be despatched from the for LONDON direct, and SUEZ CANAL and usual Ports of Call, on TUESDAY, 13th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the P. & O. & C. & O. S. N. Co. Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer calls MARSEILLE.

A. McIVER, Superintendent.

HONGKONG, September 28, 1885. 1698

THE FOURTEENTH VOLUME OF THE CHINA REVIEW.

NOW READY.

NO. 1.—VOL. XIV.

OF THE CHINA REVIEW.

CONTAINS

FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES, FROM LONDON, via THE STRAIT CANAL, to INDIA, CHINA, JAPAN, &c., WITH VARIOUS OTHER TABLES AND NOTES, BY W. A. GULLAND.

To be obtained at the CHINA MAIL OFFICE, MESSRS. LANE, CRAWFORD & CO., FALCONER & CO.

Hongkong, September 2, 1884. 1475

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EITEL, Ph.D., TUBING, THIRD EDITION, REVISED; WITH ADDITIONS.

Price: \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884. 1395

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1885. 933

Mails.

U. S. MAIL LINE.
PAQUEBOT POSTE FRANCAISE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ASIA, BORDEAUX, LE HAVRE/DUNKIRK, LONDON AND ANTWERP.

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G. de CHAMPEAUX,
Agent.

Hongkong, October 3, 1885. 1735

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name.	Days.	Captain.	Flag and Rig.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers							
Altair	5	Buyers	Brit. str.	1872 Sept. 29	Russell & Co.	London, &c.	To-day
Alvina	5	Moore	Brit. str.	1890 Oct. 3	S. A. R. Mart	Hipshon	To-morrow
Anjor Head	5	Macey	Brit. str.	1890 Oct. 3	McLchers & Co.	Shanghai	10th inst.
Cicer	3	George	Brit. str.	1890 Oct. 3	Arnhold, Karberg & Co.	Bangkok	Yhamra & San Frisco
City of New York	4	Seale	Amer. str.	1890 Sept. 28	P. M. S. S. Co.	Yhamra & San Frisco	10th inst.
Caribrooke	5	Cass	Brit. str.	1870 Oct. 4	Order	Leed	Up
Compton	5	Carte	Brit. str.	1882 Oct. 1	Stemson & Co.	Saigon	